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## **Installation Guide for 1982-1993 S-10 4X4 Pickup Trucks**





## Hardware and Parts List

**NOTE:** All motor mounts come with a lifetime warranty and free replacement upon return of any mount or bracket.

<u>Quantity</u>	<u>Item</u>
6	3/8"-16 x 1" Frame Bracket to Frame Bolts
6	3/8" Flat Washers
6	3/8" Nylon Lock Nuts
2	Frame Brackets
2	Motor Mounts
2	1/2"-13 x 4" Motor Mount to Frame Bracket Bolts
2	1/2" Nylon Lock Nuts
8	10mm-1.5 x 25mm (Allen Head) Engine Mount to Block Bolts

### Installation Notes:

- Must use a 2" body lift kit with this conversion kit.
- Must use 1988+ 4.3L V6 700R4 or other transmission that is compatible with the transfer case. With a Gen 1 style transmission you will also need to use the GM Performance Parts Crankshaft Spacer (#12563532)
- Must use high mount accessories, cannot use the low mount a/c and alternator.
- If you are using the two-piece rear driveshaft you will need to make a 1.375" thick spacer for the carrier bearing.
- Our LH8 Oil Pan kit must be used with this conversion kit.

**Step 1:** Install the 2" body lift kit following the manufacturer's instructions.

**Step 2:** If you are using the 4.3L V6 700R4 (or other Gen 1 style transmission) install the crankshaft spacer at this time. Install the correct "FLAT" flexplate (GM #12584163), the crankshaft spacer (GM #12563532), the correct longer flexplate bolts (GM #12563533) and torque the bolts to the manufacturer's specifications.

**Step 3:** Locate the Driver's Side (LEFT) and Passenger's Side (RIGHT) motor mounts and loosely bolt them to the engine using the supplied 10mm allen head bolts, now loosely bolt the frame brackets to the engine mounts using the supplied 1/2"-13 x 4" long bolts and nylon lock nuts. (you will tighten the bolts after the engine is set in place and everything is lined-up)



(Detailed view of driver's side motor mount and frame bracket on engine)



(Detailed view of passenger's side motor mount and frame bracket on engine)

**Step 4:** With the motor mounts and frame brackets attached to the engine, lower the engine into the frame. Align the transmission (which should already be installed into the frame prior to installation of the engine) and install the bellhousing to engine bolts.



**Step 5:** Align the frame bracket to frame bolt holes and install the 3/8-16 x 1" bolts, flat washers and nylon lock nuts. After everything is lined-up tighten the motor mount to block bolts, the frame bracket to frame bolts and the engine mount to frame bracket bolts.



(This pictures shows the clearance between the oil pan and the front differential)



**The Muscle Rod line of heddors from Husler is designed to bolt in with this kit for an easy bolt in install with great performance and fitment**

Road test the vehicle to familiarize yourself with it's new handling characteristics. BRP can not supervise your installation of these parts and systems can not be held responsible more than the cost of the kit and/or parts. The vehicle should be operated normally. Contact BRP if you need anything or if we can be of assistance. (Check the BRP web site for additional help).

Thank you for purchasing a Muscle Rod conversion kit proudly made in the USA.